

**ENGINEERING AND RELATED SERVICES
JULY 2, 2012**

**STATE PROJECT NO. H.009153
F.A.P. NO. H009153
US HIGHWAY 84 IMPROVEMENTS
ROUTE US 84
WINN PARISH**

Under Authority granted by Title 48 of Louisiana Revised Statutes, the Louisiana Department of Transportation and Development (DOTD) hereby issues a Request for Qualification Statements (RFQ) on DOTD Form 24-102 (24-102), "Professional Engineering and Related Services", revised November 2011, from Consulting Firms (Consultant) to provide engineering and related services. **All requirements of Louisiana Professional Engineering and Land Surveying (LAPELS) Board must be met at the time of submittal.** One Prime-Consultant/Sub-Consultant(s) will be selected for this Contract.

Project Manager – Mr. Nicholas Olivier, P.E.

All inquiries concerning this advertisement should be sent in writing to Alan.Dale@LA.gov.

PROJECT DESCRIPTION

The selected Consultant will widen US 84 in the Winnfield area to four lanes. The proposed project is separated into two (2) segments of US 84 in the Winn Parish. The western segment is located on US 84 from the junction with LA 1288 to the western junction with US 167. The eastern segment is located on US 84 from the eastern junction with US 167 to the junction with LA 34. The segments are 3.01 and 2.13 miles in length, respectively.

SCOPE OF SERVICES

The services to be rendered for this Project shall consist of the following Stage and Parts:

Stage 1: Planning/Environmental

Part II: Line and Grade Study

Part III: Environmental Evaluation

(b) Environmental Assessment (EA)

Part IV: Conceptual Design

The scope of services for this project consists of the preparation an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA), as amended, and the Federal Highway Administration's (FHWA) regulations and

guidelines. The Louisiana Department of Transportation and Development (DOTD) is proposing to widen US 84 in the Winnfield area. The proposed project is separated into two (2) segments of US 84 in the Winn Parish. The western segment is located on US 84 from the junction with LA 1288 to the western junction with US 167. The eastern segment is located on US 84 from the eastern junction with US 167 to the junction with LA 34. The segments are 3.01 and 2.13 miles in length, respectively.

The Consultant will be provided the FHWA-approved logical termini, which establishes the LA 1228 in the west and LA 34 in the east as the limits of the environmental study area.

The El Camino East-West Corridor Master Plan Study (Master Plan) and the Feasibility Study Checklists (Stage 0) were previously prepared for these projects. The consultant will be provided a copy of these studies. The consultant will evaluate the social, economic, and environmental consequences of the three alternatives described in the Master Plan and Stage 0, as well as a possible NEPA derived alternative, along with the no-build alternative, and present this information in an Environmental Assessment. A Public Meeting will be held to inform the public of the projects, potential impacts of the projects, and to obtain comments and input from the public on the alternatives, design features, and impacts. A Public Hearing will be held to inform the public of the results and conclusion of the Environmental Assessment and to obtain input from the public on the Environmental Assessment. The Consultant will submit to the DOTD a revised EA that addresses public and agency comments. The DOTD will review the revised EA and if appropriate request a Finding of No Significant Impact (FONSI) from FHWA. FHWA will either issue a Finding of No Significant Impact or determine that an Environmental Impact Statement (EIS) is necessary.

I. LINE AND GRADE STUDY, TRAFFIC STUDY, AND BRIDGE DESIGN

A. Line and Grade Study

The consultant will be responsible for undertaking the line and grade study, which will include, but not be limited by, the following:

1. Establishment of design criteria (including but not limited to)
 - a. Design class and design speeds
 - b. Lane widths
 - c. Minimum horizontal curvature
 - d. Maximum and minimum side slopes
 - e. Horizontal and vertical clearances
 - f. Maximum roadway grade
2. Development of typical roadway and bridge sections
3. Factors for design consideration
 - a. Alignment development in accordance with Department standards
 - b. Required lane configuration for an acceptable Level of Service
 - c. Develop horizontal geometry
 - d. Develop vertical geometry and set minimum roadway grade
 - e. Identify major drainage structure locations

- f. Establish approximate Right-of-Way limits
 - g. Develop a list of impacted improvements
 - h. Develop cost estimates for Right-of-Way, Utility relocations, and construction
4. Horizontal alignment
- a. A preliminary horizontal alignment study will be prepared for each alternative. The alignment should consider major utility conflicts, major drainage structures, existing roadway/bridge geometry, superelevation, and sight distance issues. The final refinement to the alignment will be adjusted based on a constructability review. The final alignment should consider:
 - i. Existing roadway and bridge conditions
 - ii. Maintenance of traffic
 - iii. Location of utilities
 - iv. Environmentally sensitive areas
 - v. Topographical features
 - vi. Developed properties
 - vii. Urban constraints
 - viii. Railroad crossing
 - b. A plan view of each horizontal alignment will be prepared on aerial photography. The following geometric data will be displayed on the plan:
 - i. Curve lengths (L)
 - ii. Tangent lengths (T)
 - iii. Curve radii (R)
 - iv. Superelevation rates and transition lengths
 - v. Estimated R/W limits, existing and required
 - vi. Control of Access limits (if applicable)
 - vii. Intersection and/or schematics
 - viii. Baselines and stationing
 - ix. New edge of pavement and shoulder lines
 - x. Curb lines
 - xi. Lane and shoulder dimensions
 - xii. Bridge limits
 - xiii. Existing and relocated utilities, as known
 - xiv. Major drainage features, if any
 - xv. Railroads
 - xvii. Signalized intersections
5. Vertical Alignment
- a. A vertical alignment study will be prepared for each alternative. The vertical alignment should consider above ground and below ground utilities, major drainage or structure locations, overpass clearances, etc.
 - b. A profile view of each vertical alignment will be prepared on aerial photography. The following geometric data will be displayed on the profile

- i. Vertical grades
- ii. P.V.I. locations
- iii. Length of Vertical curve (V.C.)

B. Traffic Study

Task 1: Data Collection

The Consultant shall collect seven day twenty-four (24) hour machine traffic counts and peak period turning movement traffic counts for the study area. The manual turning movement counts and machine counts shall include FHWA Vehicle Classifications 1-14.

A. 24-Hour Machine Counts and Speed Counts

- US 84 (E Boundary) at US 167 (Lafayette St) US 167 – US 84 (Lafayette St) eastbound approach
- US 84 (E Boundary) at US 167 (Lafayette St) US 167 – US 167 westbound approach

B. Seven Day 24-Hour Machine Counts and Speed Counts

- US 84 (E Boundary) at US 167 (Lafayette St) – US 84 (E Boundary) southbound approach
- US 84 between Cherokee Dr and Arkansas St
- US 84 east of the KCS Railroad track

C. Turning Movement Counts

- US 84 @ US 167
- US 84 @ Center St
- US 84 @ Shady Lane (Maple St)
- US 84 @ Arkansas Ave
- US 84 @ Louisiana Ave
- US 84 @ LA 34
- US 84 @ Main St

Approval of traffic counts by the DOTD Traffic Engineering Management Section is required before proceeding to the next step. Any historical traffic data available within the study area shall be provided by the Louisiana Department of Transportation and Development (DOTD) and Winn Parish.

Existing Traffic Signal Inventory (TSI) forms shall be obtained by the Consultant from the DOTD District 08 Traffic Operations Groups to provide existing operational parameters of existing traffic signals within the study area. Any plans or access to such plans, for upgrades to the subject traffic signals will also be provided to the Consultant. In addition, the Consultant will be allowed access to all as-built highway plans and aerial photography by the DOTD within the limits of the study area.

Deliverables: Data collected by the Consultant and data given by the DOTD. It should be in an organized and easily read format.

Task 2: Traffic Analyses

Warrant analyses shall be performed at US 84 and US 167 for existing conditions to determine if a candidate for removal.

Intersection and Segment Roadway Traffic analysis will be performed for both the AM and PM peak hours for the following scenarios.

- A. No Build Existing Condition (2012)
- B. No Build Design Year (around 2033)
- C. Build Design Year (around 2033) for each alternative

All intersection analyses will be performed using Synchro 8. All alternatives must be approved by the DOTD Traffic Engineering Management Section before proceeding to the next step of analyzing the alternatives.

The intersections warranting traffic signals shall have at least three alternatives. Intersection alternatives may include, but are not limited to:

- Superstreets (j-turns)
- Traditional signals
- Grade separated interchange
- Roundabouts

The proposed improvements to the US 84 roadway shall have at least three alternatives. Alternatives may include, but are not limited to:

- Control of Access with frontage roads in undeveloped areas
- Four-lane divided roadway with limited access from side streets and directional u-turns
- Five- lane segment with full access

Deliverables:

- Warrant Analysis
- Comparison chart with AM and PM delays for each approach of each signalized and unsignalized intersection of each alternative
- Synchro Files
- Comparison chart with AM and PM travel times for each roadway segment between the intersections being analyzed. If J-turns are considered, then the u-turns associated with the intersection shall be included in the chart with the delay and queue lengths.

Task 3: Land Use Policies

Land use policies should provide a description of land use policy guidelines that address land use/mobility issues and may be used to balance land use and transportation objectives in support of the corridor vision. This can be achieved by addressing the preservation of only a certain number of agreed upon connections to US 84 and other characteristics of the agreed upon alternative for the road. The local governments along with DOTD shall sign this document to agree on preserving the mobility and safety of the El Camino Highway.

Deliverables:

- Land Use Policy and map for the study area
- A written land use agreement for locals and DOTD to review

Task 4: Traffic Study Report

Upon completion of all tasks described above, a draft Traffic Study report, including summary tables and figures, will be provided to document all findings and recommendations of the study. Findings of the traffic study will be incorporated into the Stage 1 Environmental Assessment Report. The Consultant will provide the draft Traffic Study for review. Upon review and approval, the Consultant will provide five (5) copies of the final Traffic Study report signed and sealed by a licensed professional engineer. Appropriate portions of this report will also be included in the final Environmental Assessment Report. Electronic versions of the reports will also be provided.

Deliverables:

- Draft Traffic Study
- Five (5) copies of the final Traffic Study report signed and sealed by a licensed professional engineer

Task 5: VISSIM Traffic Simulation Animation

The Consultant shall use VISSIM to develop animations of the proposed alternatives for high and low volume situations. (No calibration is required.)

Deliverables: AM and PM Windows Media Player videos of proposed alternatives

Task 6: Comparison of Alternatives

The Consultant shall develop a preliminary cost estimate for each proposed project concept. The project costs will include comparisons of cost of control of access, construction, maintenance, and mobility.

Deliverables: Comparison chart for each alternative with intersection delays, maintenance cost, construction cost, right-of-way cost, safety benefits (combined CMF's), and travel time north bound and south bound on the proposed improvements to US 84.

C. Bridge Design

The following bridge tasks shall be performed under this contract:

Task 1:

Review the Master Plan Study and update design criteria in accordance with the latest versions of the following documents:

- AASHTO LRFD Bridge Design Specifications
- LADOTD Bridge Design Manuals
- LADOTD Bridge Design Technical Memoranda
- LADOTD Minimum Design Guidelines
- AASHTO Geometric Design of Highways and Streets

Task 2:

Review as-built plans, geotechnical data, existing R/W, traffic data, parish maps, scaled aerial photos of site, DOTD roadway classification, the latest DOTD bridge inspection reports and existing load rating reports for all bridges (including overpasses and underpasses) within the project limits if applicable.

Conduct a field visit to the bridge sites, assess the site conditions, and have a reasonable understanding of the existing structure health and its serviceability.

Task 3:

Apply current design criteria and all applicable geometric and environmental constraints and refine the structure geometry. Provide the Line and Grade study (or Plan and Profile sheet) that shows the bridge locations (beginning and end of bridge), required vertical and horizontal clearances, and proposed superstructure types.

Task 4:

Review Stage 0 cost estimate and provide refined construction cost estimate for each structure. Provide engineering cost estimate.

Information provided by DOTD

Master Plan Study

Available bridge as-built plans

Access to DOTD information

Consultant Submittals

The following information shall be included as part of the project submittal:

- Design Criteria
- Line and Grade Study (or Plan and Profile sheets) shows the bridge locations (beginning and end of bridge), required vertical and horizontal clearances and proposed superstructure types
- Construction cost estimate for each structure
- Engineering cost estimate

II. ITEMS TO BE ADDRESSED IN THE ENVIRONMENTAL ASSESSMENT

<http://webmail.dotd.louisiana.gov/ContWeb.nsf/74710f57e6617ac68625717f00447565/9bb3dd84bc696214862579d600627880?OpenDocument>

A. Summary of Mitigation and Commitments

A summary of all mitigations and commitments will be placed at the beginning of the Environmental Assessment. All potential permits and their requirements to implement the project shall be identified. Any mitigation measure or enhancement shall be included in this summary.

B. Purpose and Need for Actions

The purpose and need for the proposed action will be discussed in the Environmental Assessment. Traffic needs (including existing and future needs), traffic patterns, and traffic movements will be provided in the Master Plan and Stage 0 by the DOTD.

The purpose and need will be clearly described in accordance with FHWA guidance, coordination during the Master Plan study, and collaboration among the DOTD, FHWA, and the project team. The following issues and other relevant supporting information may be included in this discussion of project purpose and need to the extent applicable: project status; vehicle capacity needs; system linkage needs; transportation demand; social demands and economic development; model interrelationships; and roadway deficiencies.

The Consultant will coordinate with local, regional, state, and federal agencies to obtain available supporting information concerning the preliminary purpose and need for this project.

The Consultant will coordinate on the identified purpose and need for this project. Input will be sought and obtained from the DOTD, FHWA, any cooperating or participating agencies identified for the EA, and other federal and state agencies as appropriate.

C. Alternatives

Two alignments are discussed in the Master Plan. However, the alignments include design criteria that is no longer in use by the department; therefore, the Master plan alignments not be evaluated, and the reasons for elimination will be discussed in the Environmental Assessment.

The consultant will develop up to four (4) widening alternatives for evaluation in the Environmental Assessment. Those alternatives eliminated from further study will be identified and reasons for this elimination will be discussed in the Environmental Assessment. The preferred alternative will be identified and reasons for its viability will

be discussed in the Environmental Assessment. All Build alternatives and the No Build alternative will be described and analyzed in the Environmental Assessment.

D. Solicitation of Views

A Solicitation of Views packet was distributed to Federal, State, Tribal, and local agencies, organizations, and individuals whose expertise may assist with the identification of possible adverse concerns (economic, social, or environmental) within the project area. This SOV packet described the alternative alignments being studied in the Environmental Assessment and contained a preliminary project description and vicinity map. The responses to this SOV will be provided by the DOTD to the consultant to review and incorporate into the Environmental Assessment. The DOTD will provide the consultant with the distribution list that was used in the solicitation, and the consultant will be responsible for supplementing and maintaining it throughout the duration of the project.

All communications and coordination with other Federal, State, and local agencies will be closely coordinated with the Environmental Section and approved by the Environmental Section prior to contact.

E. Impacts

Analysis of each alternative, including the No Build, will be made and discussed in the Environmental Assessment. Items to consider include, but are not limited to, traffic patterns, permits, land use, community/social, economic, historic, cultural, recreational, archaeological, noise, air, hazardous waste sites, wetlands, floodplains, farmland, and endangered or threatened species and/or their habitat. Some of these items may require the production of a separate document in addition to the analysis in the Environmental Assessment. Potential mitigation measures designed to reduce or alleviate impacts will be discussed in the document.

1. Wetlands

A Wetlands Findings Report delineating impacts to wetlands and Other Waters of the United States will be prepared for comparison during the EA process.

Potential wetlands within the study area will be initially identified via desktop investigations using aerial and infrared photography, U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory maps, U.S. Geological Survey quadrangle maps, Natural Resources Conservation Service (NRCS) soil maps, and other available resources.

A field survey will be conducted on all alternatives, within the required ROW and/or limits of construction, whichever is greater. Wetlands will be delineated in accordance with the *1987 United States Army Corps of Engineers (USACE) Wetland Delineation Manual* and the *2010 USACE Atlantic and Gulf Coastal Plain Regional Supplement*. Field-delineated wetland boundaries will be

documented with sub-meter capable GPS units, then mapped using current USACE GIS/wetland mapping guidelines. Field-determined characteristics and delineation data for wetlands occurring within the study area of the alternatives will be recorded on currently accepted USACE Wetland Determination Data Forms by the Consultant and provided within the Wetlands Finding Report. Ecological values and potential impact quantities for all wetlands and Other Waters of the United States identified within the study areas will be calculated in acres in the report and provided to the LADOTD for use in the subsequent permit application process, which is not included in this scope.

The Wetlands Finding Report, using the latest FHWA criteria, will be submitted to the LADOTD for review and comment. It will include reproducible maps and photographs of each soil sample taken during wetland delineation activities. Soil sample photographs will include appropriate Munsell soil chart pages for each sample. Quadrangle and layout maps provided in the report will depict locations of delineated wetland areas and respective project station numbers. If wetland impacts are minor and the Wetlands Findings Report small, the report may be placed in an appendix of the EA document as needed. Five (5) copies of the draft report and two (2) copies of each revision will be submitted to LADOTD for approval. Once approved, (5) five copies of the final report will be submitted to LADOTD as well as an electronic copy in PDF format on a labeled CD. Associated GIS files/data used in preparation of the documents will also be provided to LADOTD.

2. Wetland Reserve Program

The Consultant will coordinate with the NRCS to determine the locations of any Wetland Reserve Program (WRP) parcels within the study area. All WRPs will be mapped in GIS and used as a constraint to avoid when evaluating alternatives. If WRPs are affected by any alternative, the Consultant will notify LADOTD immediately.

3. Endangered & Threatened Species

The Solicitation of Views response from the Louisiana Department of Wildlife and Fisheries indicated that the portion of the project area crossing the Dugdemona River may contain the fresh water mussel Spike (*Elliptio dilatata*), a species listed as imperiled/rare in Louisiana. The Consultant will continue coordination with LDWF regarding the specific listed species and its habitat that may be encountered during desktop and field surveys in order to determine potential impacts by relevant project alternatives. The Consultant will perform the habitat survey in conjunction with the wetland survey. If the presence of the state-listed species and/or its habitat is confirmed by the habitat survey, the Consultant will coordinate with the LDWF regarding habitat protection and potential mitigation measures.

5. Other Permits

All potential permits and their requirements to implement the project will be identified. All items necessary to obtain the permits (with the concurrence of the Department) will be provided by the consultant. Those permits to be identified include, but are not limited to, the following:

Corps of Engineers (Section 404 permit and/or Section 10 permit)
Water Quality Certification
Coast Guard Bridge Permit
Storm Water Permits

6. Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment will be performed for this project in accordance with the ASTM Standards E 1527-00. The Phase I Environmental Site Assessment has four components: Records Review, Site Reconnaissance, Interviews, and Report. The consultant will meet with the Environmental Section's Project Coordinator if Recognized Environmental Conditions (RECs) are discovered. Results of site evaluations, findings, conclusions, and opinions concerning the site's impact will be provided in the Environmental Assessment.

7. Noise Quality

A highway traffic noise analysis will be performed for all Build Alternatives and the No Build Alternative in accordance with the following:

- Louisiana Department of Transportation and Development, Highway Traffic Noise Policy, date July 2011
- Chapter 23, Part 772, Code of Federal Regulations: Procedures for Abatement of Highway Traffic Noise and Construction Noise
- FHWA-PD96-046, Measurement of Highway Noise
- FHWA Traffic Noise Model Technical Manual and User's Guide (TNM Version 2.5)
- Highway Traffic Noise: Analysis and Abatement Guidance, dated June 2010 (Revised January 2011).

The Consultant will make one (1) trip for field review and noise measurements. The Consultant will locate receivers where noise samples will be taken and locate traffic count locations, and obtain DOTD's concurrence before the beginning of fieldwork.

Four (4) copies of the Draft Noise Study shall be submitted to the DOTD's Environmental Section. Upon review, comment and approval, five (5) copies of the Final Noise Study and one (1) PDF version, shall be submitted to the DOTD's Environmental Section for distribution.

This work will include the following sub-tasks:

- 1) Identification of Noise Sensitive Areas: Existing permitted or programmed uses or activities which may be affected by highway noise will be identified within the project corridor.

- i) Map
- ii) Brief narrative

- 2) Determination of Existing Noise Levels

- i) Field Measurements: Field measurements will be taken throughout the corridor in each major segment (between major intersections). Measurements will be taken on both sides of the corridor at receiver locations approved by DOTD. Traffic counts / vehicle classification counts will be conducted simultaneously with the noise measurements. The purpose of the field noise measurements will be to determine the existing noise environment and provide a general method of corroborating noise model results.

- ii) Establish field noise measurement program:

- a. Through a review of plans, maps and aerial photos and discussion with DOTD, determine preliminary locations where noise samples will be taken.
- b. Locate traffic count locations
- c. Prepare noise field monitoring memorandum documenting the foregoing information
- d. Review with DOTD project staff
- e. Revise as per DOTD comments
- f. Finalize plan during field review, discuss with DOTD.

- iii) Conduct field noise measurements and traffic counts and speed estimation.

- iv) Summarize findings for inclusion in the noise report.

- 3) Estimate Highway Noise for No Build Alternative

- i) Estimate existing roadway noise levels using the TNM noise model
 - a. Input current horizontal and vertical roadway and receiver geometry
 - b. Input traffic volume, classification and speed information (provided by DOTD) for build and design years
 - c. Run and check TNM model
 - d. Review results with DOTD staff

- e. Revise as per DOTD comments
 - ii) Summarize findings for inclusion in the EA
- 4) Prediction of Traffic Noise Levels for all Build Alternatives:
 - i) Estimate existing roadway noise levels using the TNM noise models:
 - a. Input project horizontal and vertical roadway geometry
 - b. Locate future uses not currently built, but those which are permitted.
 - c. Input traffic volume, classification and speed information (provided by DOTD)
 - d. Run and check TNM model
 - e. Review results with DOTD staff
 - f. Revise as per DOTD comments
- 5) Summarize findings for inclusion in the Noise Report:
 - i) Evaluation of Traffic Noise Impacts:
 - a. Compare existing and future noise levels with the DOTD Noise Abatement Criteria
 - b. Summarize finding for inclusion in the Noise Report
- 6) Evaluation of Alternate Noise Abatement Measures to Mitigate Impacts
 - i) Traffic management measures
 - ii) Alteration of horizontal and vertical alignments
 - iii) Construction of noise barriers:
 - a. Determine acoustical feasibility of constructing noise barriers in the various impacted sections of the project roadway
 - b. Determine the appropriate barrier length, height and location to achieve needed abatement.
 - c. Determine construction costs for noise barrier alternates using DOTD-provided unit cost(s).
 - d. Determine the reasonableness of constructing noise barriers
 - iv) Insulation of Activity Category D land uses facilities listed in the DOTD noise policy.
 - v) Acquisition of property rights to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise.
- 7) The noise impact report will be submitted either as a technical appendix to the EA or as a separate report, at the discretion of the DOTD, for review and comment by DOTD. The report will include standard DOTD construction noise impact and control language and will include all of the TNM input values and output tables. A summary of the text will be included in the appropriate section of the EA.

8. Air Quality

Impacts of the proposed action to air quality in the region will be considered. Information on existing air quality conditions will be obtained from the Louisiana Department of Environmental Quality (LDEQ). Discussions concerning conformity (transportation and general) will be included in the air analysis. A project-level air analysis will be prepared by comparing the project to a previously modeled project under similar conditions.

10. Socio-economic

The Consultant will discuss the social and economic impacts, including any adverse effects of the proposed actions, on the local community. The Consultant will collect compiled summary demographics on the project area. Discussion will include anticipated permanent and temporary impacts of the proposed project on the established business districts, land uses, community services/facilities, and residents in the project vicinity, as well as impacts to planned developments known by public officials at the time of data collection. Projects in the study area will be researched by the Consultant through contact with local planning officials and organizations in an effort to determine other long-range plans, upcoming projects, or planned developments. Consistency with these plans will be assessed and documented.

11. Environmental Justice

Available U.S. Bureau of the Census population data will be used as a basis to identify low-income, minority populations in the entire study area. This data will be augmented with “windshield” surveys and contacts with local officials and community leaders in the study area to determine if such communities are present in the study area. No household or resident interviews/surveys (i.e., face-to-face or telephone calls) are included in this scope of services. The Consultant will identify likely minority and/or low-income communities within the study area and assess whether the project will have any disproportionate adverse impacts to these populations in accordance with Executive Order 12898 and the Department of Transportation Order on Environmental Justice 5610.2. Any instances where Title VI populations bear the bulk of project-related impacts will be reported to the LADOTD Environmental Section, and the Consultant will evaluate possible mitigation or enhancement measures to reduce or lessen adverse impacts, if any, on the community.

12. Conceptual Stage Relocation

The Contractor will prepare a Conceptual Stage Relocation Plan in accordance with the requirements of the Louisiana Department of Transportation and Development’s Office of Right of Way Operations Manual and 49CFR Part 24

§ 24.205a. The results of the plan will be summarized in the EA. The scope of the plan will include:

- a. An estimate of the number of households to be displaced including information such as owner/tenant status, estimated value and rental rates of properties to be acquired, family characteristics, and special consideration of the impacts on minorities, the elderly, large families, and persons with disabilities when applicable. Environmental Justice considerations will also be reviewed.
- b. The type of dwelling (mobile home, frame, brick) to be acquired or adversely impacted.
- c. The location and quantity of available comparable replacement housing; if none is available, the estimated cost to build new housing; or whether any displacements have sufficient remainder on which to move or build. Should comparable replacement housing not be available, other methods in addition to new construction, will be evaluated as part of a possible Housing of Last Resort program as provided for under Section 206A of the Uniform Act.
- d. The location and types of businesses, farms and non-profit organizations to be displaced, the race of the owner, estimated number of employees, by race, bypassed businesses if applicable, and a listing of available commercial buildings and sites.
- e. An estimate of the availability of replacement business sites. When an adequate supply of replacement business sites is not expected to be available, the impacts of displacing the businesses will be considered and addressed. An analysis of business moving problems for those displaced businesses which are reasonably expected to involve complex or lengthy moving processes, or small businesses with limited financial resources and/or few alternative relocation sites will be included.
- f. The functional replacement of a publicly-owned facility, if applicable, and the existence of publicly-owned recreation lands.
- g. The estimated cost of relocation assistance.
- h. Consideration of any special relocation advisory services that may be necessary from the displacing Agency and other cooperating Agencies.

The data collected for the plan will be from secondary sources and field observations. Interviews will not be conducted with those families and businesses potentially affected by the various alternatives.

13. Cost Estimate

The Consultant shall develop a preliminary cost estimate for each proposed project concept. The project costs will include estimates for all right-of-way acquisition, design engineering, construction, utility relocation, and mitigation costs. Estimates for right-of-way will include all land and improvements situated within the proposed right-of-way (all alternates considered). Additionally, the right-of-way cost estimate should include the estimated cost for land, as well as improvements not in the required right-of-way, but possibly impacted by the proposed project. The right-of-way cost estimate should take into consideration damages, etc. that may accrue due to the proposed project (all alternates considered). Refer to the Real Estate Needs Checklist for Stage 1 Cost Estimates and the Stage 1 Cost Estimate Appraiser Checklist).

14. Section 4(f) of the Department of Transportation Act

Research, analysis, and documentation of compliance with Section 4(f) of the Department of Transportation (DOT) Act will be done for any publicly owned recreational and park land, wildlife and waterfowl refuges, and/or historic sites, including Kisatchie National Forest and the Winnfield Mini Park, affected by all the build alternatives. The Consultant will coordinate with agencies and entities with jurisdiction, and mitigation will be developed. The Consultant will draft any agreements necessary for LADOTD and FHWA review and approval, and develop Section 4(f) documentation for all Section 4(f) properties, according to FHWA rules, regulations, and guidelines. The approved Section 4(f) Statement will be included in an appendix of the EA with FONSI. No more than two (2) meetings with federal, state, and local officials will be required for coordination regarding Section 4(f).

15. Section 6(f) of the Land and Water Conservation Fund

Resources built using the Land and Water Conservation funds, including the Winnfield Mini Park, will be identified by the consultant. The Consultant will prepare all documentation for coordination with the appropriate agencies regarding Section 6(f) of the DOT Act. No more than three (3) meetings with state and local officials will be required for coordination regarding Section 6(f).

15. Other

Other items that will be evaluated and coordinated with the appropriate agencies include, but are not limited to, prime farmland, sole source aquifers, 100-year floodplain, and water wells. Some of these items utilize standard forms; other

coordination is by letter or permit application. Items of special or local interest should also be noted and evaluated within the context of the project.

F. Public Meeting

One (1) Public Meeting will be required for this project. All arrangements for the Public Meeting, including location, time, preparation and mailing of the public notice, preparation of appropriate exhibits, and preparation of the power point presentation and handouts will be made by the consultant, subject to the Environmental Section's approval. The Public Meeting will be an open-house format. The consultant will advertise the notice of the Public Meeting (upon the Department's approval of the notice) in the official state and local newspapers, as well as with other media (radio, television, etc.) agreed upon by the Department. The notice for the Public Meeting will be published both two (2) weeks and one (1) week before the date of the Public Meeting. The text of the notice will be provided to the Environmental Section's Project Coordinator for review at least one (1) month prior to the anticipated Public Meeting dates. Exhibits, handouts, and power point presentations for the Public Meeting will be supplied to the Environmental Section's Project Coordinator for approval prior to the Public Meeting date.

Actual conduct of the Public Meeting will be by the consultant. The consultant will have knowledgeable informed staff present at the Public Meeting to address the queries of the public concerning environmental, engineering, and other project related issues. As the purpose of the Public Meeting is to assist the public in understanding how the project fits into and impacts their community, exhibits aiding in the visualization of the project at the Public Meeting will be the responsibility of the consultant. Such visualization methods shall be submitted to the Environmental Section's Project Coordinator one (1) month prior to the Public Meeting. The consultant will tape, prepare, and distribute a verbatim transcript for each Public Meeting.

III. REVIEW OF DRAFT ENVIRONMENTAL ASSESSMENT

The Environmental Assessment shall be written in accordance with FHWA's guidelines. Ten (10) copies of the review document will be provided to the LADOTD Environmental Section for their review, comment, and distribution. For each revision, an additional ten (10) documents will be required. All comments will be addressed by the consultant prior to the Environmental Section requesting approval from FHWA for public distribution. Distribution of the Draft Environmental Assessment will be the responsibility of the consultant. The Environmental Section's Project Coordinator will provide the consultant with the generic mailing list to be used by the consultant for distribution of the Draft Environmental Assessment. It will be the responsibility of the Consultant to produce a more detailed mailing list of project-specific names and entities.

IV. ENVIRONMENTAL ASSESSMENT

The document will be typed, single-spaced, on 8.5 x 11 inch paper with inside margins of not less than 1 inch wide. All pages will be numbered. Photographs, plans, maps, drawings, and text must be clear and clean with typed or mechanically lettered captions. Exhibits utilizing the 8.5 x 11 inch format are preferred. The consultant's name and logo shall not appear on the cover of the document. They can appear, however, on the inside cover sheet in a size not to exceed the Department's name and logo.

V. PUBLIC HEARING

After approval by the Department's Environmental Section and FHWA, the Draft Environmental Assessment will be made available to the public and a Public Hearing will be scheduled. The Public Hearing will be an open-house format. All arrangements for the Public Hearing, including location, time, preparation and distribution of the notice, preparation of appropriate exhibits, preparation of the technical presentation, and handouts will be made by the consultant, subject to the Environmental Section's approval. The consultant will advertise the notice of the Public Hearing (upon the Department's approval of the notice) in the official state and local newspapers, as well as with other media (radio, television, etc.) agreed upon by the Department. The notice for the Public Hearing will be published twice: the first shall be made thirty to forty (30 – 40) days before the date of the hearing, the second five to twelve (5 – 12) days before. The text of the notice, including the project map, will be provided to the Environmental Section's Project Coordinator for review at least three (3) months prior to the anticipated Public Hearing date. Public Hearing exhibits and the Public Hearing power point presentations will be supplied to the LADOTD Environmental Section's Project Coordinator for approval prior to issuing approval of the Public Hearing dates and authorizing the advertisement. The scale ratio of the exhibits for the Public Hearing must be approved by the Environmental Section.

Actual conduct of the Public Hearing will be by the consultant. Preparation of a handout for distribution to the interested stakeholders present at the meeting will be the responsibility of the consultant. This handout will be submitted to the Environmental Section's Project Coordinator one (1) month prior to the scheduled Public Hearing. The consultant will have knowledgeable informed staff present at the Public Hearing to address the queries of the public, with regard to environmental, engineering, and other project related issues. The consultant will tape, prepare, and distribute a verbatim transcript for the Public Hearing.

VI. PUBLIC HEARING & ENVIRONMENTAL ASSESSMENT COMMENTS

All comments received during the commenting period on the Environmental Assessment, including those received at the Public Hearing, will be addressed in the Final Environmental Assessment by the consultant. After approval by the Department's Environmental Section of the final documents and issuance by FHWA of the FONSI, the Environmental Assessment FONSI will be distributed by the consultant. The

Environmental Section's Project Coordinator will provide the mailing list to be used for distribution of the FONSI.

VII. MISCELLANEOUS

Early coordination will include the Consultant arranging, conducting, and summarizing a kick-off meeting with the project team within 10 days of receiving the notice to proceed. The Consultant shall prepare and submit a progress schedule and coordination plan at the kick-off meeting reviewed by internal team members. Agenda items for this meeting shall include the review points and durations, time-frame assumptions built into the project schedules, invoicing procedures, progress reporting, and plans for early coordination of public involvement.

No more than three (3) agency meetings will be required for this project.

No more than six (6) meetings with the DOTD project team will be required.

No more than three (3) public official meetings will be required.

The consultant shall provide the Environmental Section and the Project Manager with a monthly progress report. The report will include the estimated and actual date of completion of each task to be performed. The Consultant will use the Department's standard form for invoicing. The Consultant will invoice the Department on a monthly basis.

The consultant shall notify the Environmental Section and the Project Manager when fieldwork begins and ends. The Consultant shall obtain and compile a list of names and addresses of property owners of those properties for which access is required. The consultant will also update the Environmental Section weekly as to their progress in the field.

All reference material utilized will be noted and an accurate and complete bibliography supplied to the Department with the draft and final documents. Accessibility and location of all reference material utilized will be noted (i.e., library location, etc.). Utilization of unpublished material or otherwise not easily accessible material will be specifically coordinated with the Environmental Section prior to its use in the document.

The Project Manager shall be included on all correspondence conducted with the DOTD.

On all correspondence with the Department's Environmental Section, the consultant will use all applicable state project numbers (i.e., engineering and construction), along with the "H" number, Federal aid project number, project name, route number, and parish.

VIII. DELIVERABLES

Technical reports submitted for review will not be identified as “DRAFT” and will be considered “FINAL” if no revisions are required. The month and year of the submittal will be identified on the report cover and on the transmittal document for all versions. The only deliverables that will be identified as “DRAFT” or “FINAL” are the Draft and Final EA documents. The Consultant will prepare a draft and a revised version(s) of each deliverable that addresses one consolidated list of comments on the deliverable, which has been compiled and/or approved by the Client for incorporation by the Consultant. Up to the noted number of copies of the following deliverables will be provided during the contract performance period.

Description	Draft Copies	Revised Copies	Final Copies	PDF on Labeled CD
Work Plan & Schedule			3	
Design Criteria	1		1	
Bridge and Roadway Typical Sections	1		1	
Conceptual Alternatives’ Geometric Layouts	1			
Alternatives Analysis Memorandum	3	1	10	
Engineering Report	5		20	
Wetlands Finding Report	5	2	5	1
Biological Field Survey Report	5	2	5	1
Biological Assessment	5	2	5	1
Phase I ESA Report	1	1	5	1
Traffic Noise Analysis Protocol	1			
Noise Study	3	3	5	1
Cultural Resources Phase I Report	5		5	1
Cultural Resources Site Form			2	1
Cultural Resources Standing Structure Form			2	1
Conceptual Stage Relocation Plan	2		3	1
4(f) Statement	20			
Draft EA Document	15	15	up to 70	5
Final EA/FONSI Document	15	15	up to 70	5
Visual Renderings	1	1	1	1
Public Meeting	1		50	1

Summary/Transcript				
Public Hearing Summary/Transcript	1		50	1

QUALITY CONTROL/QUALITY ASSURANCE

The DOTD requires the Consultant to develop a Quality Control/Quality Assurance program or adopt DOTD's program; in order to provide a mechanism by which all construction plans can be subject to a systematic and consistent review. Consultant's must ensure quality and adhere to established design policies, procedures, standards and guidelines in the preparation and review of all design products. The DOTD shall provide limited input and technical assistance to the Consultant. The Consultant's plans shall meet or exceed DOTD's Construction Plans Quality Control / Quality Assurance Manual and EDSM No. Volume I. 1.1.24 on Plan Quality. The Consultant shall transmit plans with a DOTD Quality Control/Quality Assurance Checklist, Documentation Manual for Project Delivery, and a certification that the plans meet the DOTD's quality standards.

SERVICES TO BE PERFORMED BY DOTD

In addition to any services previously indicated to be performed by the DOTD, the following services and data shall also be provided, if available.

- El Camino East-West Corridor Master Plan Study (Texas State Line to Archie, Louisiana: Routes LA 6 and US 84), Winn Parish Final Report June 2002, State Project No. 700-99-0241, Federal Aid Project No. HP-T021(030)
- Checklist for Stage 0, Preliminary Scope and Budget Worksheet, 10/5/2010
- Logical Termini for Environmental Assessments, H.009153, US 84 Improvements, October 4, 2011

CONTRACT TIME

The Consultant shall proceed with the services specified herein after the execution of this Contract and upon written Notice-to-Proceed (NTP) from the DOTD and shall be completed within **12 months**, which includes review time. The delivery schedule for all project deliverables shall be established by the Project Manager.

COMPENSATION

Compensation to the Consultant for services rendered in connection with this Contract will be actual cost plus a non-negotiated fixed fee of **\$83,992**, with a maximum compensation limitation of **\$745,130**.

REFERENCES

All services and documents will meet the standard requirements as to format and content of the DOTD; and will be prepared in accordance with the latest applicable editions, supplements and revisions of the following:

- a. AASHTO LRFD Bridge Design Specifications
- b. AASHTO/ASTM Standards and/or DOTD Test Procedures
- c. DOTD Standard Specifications for Roads and Bridges
- d. DOTD Roadway Design Procedures and Details
- e. Manual on Uniform Traffic Control Devices (Millennium Edition)
- f. DOTD Traffic Signal Design Manual
- g. National Environmental Policy Act (NEPA)
- h. National Electric Code
- i. DOTD Environmental Impact Procedures (Vols I-III)
- j. Policy on Geometric Design of Highways and Streets
- k. Construction Contract Administration Manual
- l. Materials Sampling Manual
- m. DOTD Bridge Design Manual
- n. Consultant Contract Services Manual
- o. Geotechnical Engineering Services Document
- p. AASHTO Manual for Condition Evaluation of Bridges
- q. Manual for Maintenance Inspection for Bridges
- r. Bridge Inspectors Reference Manual
- s. AASHTO Manual for Condition Evaluation and Load and Resistance Factor Rating (LRFR) of Highway Bridges
- t. DOTD LRFD Bridge Design Manual (Including Technical Memoranda)
- u. Subsurface Investigations Manual, Publication No. FHWA HI-97-021, Nov. 1997;
- v. Manual On Subsurface Investigations, Published by AASHTO, 1988;
- w. AASHTO Standard Specifications for Transportation Materials and Methods of Sampling and Testing, PART I – SPECIFICATIONS and PART II – TESTS, current edition;
- x. ASTM Procedures and Regulations, current edition;
- y. Earth Retaining Structures, Participants Manual, FHWA-NHI-99-025, 1999;
- z. Earth Retaining Systems, Geotechnical Engineering Circular No. 2, Publication No. FHWA-SA-96-038, February 1996;
- aa. Design of MSE Walls and Reinforced Slopes, FHWA NHI-10-024 Vol. I and NHI-10-025 Vol. II, 2009;
- bb. Geotechnical Instrumentation Manual, Publication No. FHWA HI-98-034, October 1998;
- cc. Drilled Shafts: Construction Procedures and LRFD Design Methods, Publication No. FHWA-NHI-10-016, May 2010;
- dd. Soils and Foundations Workshop Manual, Publication No. FHWA NHI-00-045, August 2000;

- ee. Geosynthetic Design and Construction Guidelines Manual, Publication No. FHWA HI-95-038, April 1998;
- ff. Ground Improvement Technical Summaries, DP 116, Publication No. FHWA-SA-98-086;
- gg. Design and Construction of Driven Pile Foundations Reference Manual, Volumes 1 & 2, Publications No. FHWA-NHI-05-042 and FHWA-NHI-05-043, 2006;
- hh. Soil Nail Walls, Geotechnical Engineering Circular No. 7, Publication No. FHWA-IF-03-017, March 2003;
- ii. Soil Nailing Field Inspectors Manual, (DP 103), Publication No. FHWA-SA-93-068, April 1994.

MINIMUM PERSONNEL REQUIREMENTS

The following requirements must be met by the Prime-Consultant at the time of submittal:

1. At least one principal of the Prime Consultant shall be a registered professional engineer in the state of Louisiana. The Prime Consultant must also employ on a full-time basis, or through the use of Sub-Consultant(s):
 - a. One Environmental Professional with a minimum of five years experience in the preparation of documents in accordance with the National Environmental Policy Act for the Federal Highway Administration. DOTD requires that all Project Managers performing NEPA must have taken the NHI Course No. 142005, "National Environmental Policy Act (NEPA) and Transportation Decision Making", or an equivalent course.
 - b. Ecological, archaeological and other environmental professionals are required for the performance of a major portion of this work.
 - c. One Environmental Professional with a minimum of three years of experience with highway traffic noise analysis.
 - d. One Environmental Professional with a minimum of three years experience with air analyses for highway projects
 - e. One Biologist with a degree in biology, ecology, or a related field and a minimum of three years experience in wetland delineations.
 - f. One Biologist with a degree in biology, ecology, or a related field and a minimum of three years experience in threatened and endangered species surveys.
 - g. One Principal Investigator for the archaeological work meeting the Archaeologist Qualifications as published in the Louisiana Register on April 20, 1994.
 - h. One Architectural Historian meeting the Secretary of Interior's Professional Qualifications Standards for Architectural History.
 - i. Responsible member of the consultant firm handling cultural resources must have taken a course on Section 106 of the National Historic Preservation Act offered by the Advisory Council on Historic Preservation or its equivalent training.

- j. One Environmental Professional with a minimum of three years experience with Phase I Environmental Site Assessments.
- k. One Real Estate Professional responsible for the preparation of Conceptual Stage Relocation plans.
- l. Two (2) Registered Professional Civil Engineers in the State of Louisiana, one with at least five (5) years experience in Roadway Design and one with at least five (5) years experience in Bridge Design with corresponding support staff.
- m. A minimum of one PTOE registered in the State of Louisiana, with at least five years of traffic analysis experience with signal warrants and signal timing, and a corresponding support staff.
- n. A responsible member with a minimum of five years experiences in traffic counting and speed data collection.

Certifications of Compliance must be submitted with and made part of the Consultants DOTD Form 24-102 for all Personnel Requirements listed herein.

<http://webmail.dotd.louisiana.gov/ContWeb.nsf/74710f57e6617ac68625717f00447565/9bb3dd84bc696214862579d600627880?OpenDocument>

EVALUATION CRITERIA

The general criteria to be used by DOTD (when applicable) in evaluating responses for the selection of a Consultant to perform these services are:

1. Consultant's firm experience on similar projects, weighting factor of 3;
2. Consultant's personnel experience on similar projects, weighting factor of 4;
3. Consultant's firm size as related to the estimated project cost, weighting factor of 3;
4. Consultant's past performance on similar DOTD projects, weighting factor of 6; **
5. Consultant's current work load with DOTD, weighting factor of 5;
6. Location where the work will be performed, weighting factor of 4;

** For this project the following percentages and performance rating factors of NEPA Studies (EN), Planning and Feasibility Studies (PL) and Traffic Analysis and Design (TR) will be used:

1. EN - Environmental: 65%
2. PL - Line and Grade: 20%
3. TR - Traffic: 15%

Complexity Level (**moderate**)

Consultants will be evaluated as indicated in Items 1- 6. The evaluation will be by means of a point-based rating system. Each of the above criteria will receive a rating on a scale of 0-4. The rating will then be multiplied by the corresponding weighting factor. The firm's rating in each category will then be added to arrive at the Consultant's final rating.

If Sub-Consultants are used the Prime Consultant must perform a minimum of 51% of the work for the overall project. Each member of the Consultant/Team will be evaluated on their part of the contract, proportional to the amount of their work. The individual team member ratings will then be added to arrive at the Consultant/Team rating.

Communication Protocol

DOTD's Project Evaluation Team will be responsible for performing the above described evaluation, and will present a short-list of the three (if three are qualified) highest rated Consultants to the Secretary of the DOTD. The Secretary will make the final selection. **Below are the proposed Team members. DOTD may substitute for any reason provided the members meet the requirements of R.S. 48:291.**

1. Alan Dale – Ex officio
2. Nicholas Olivier – Project Manager
3. Jan Grenfell
4. Chad Turner
5. Adam Lancaster
6. Brent Waguespack

Rules of Contact (Title 48 Engineering and Related Services)

These rules are designed to promote a fair, unbiased, legally defensible selection process. The LA DOTD is the single source of information regarding the Contract selection. The following rules of contact will apply during the Contract selection process and will commence on the date of advertisement and cease at the contract execution of the selected firm. Contact includes face-to-face, telephone, facsimile, Electronic-mail (E-mail), or formal written communications. Any contact determined to be improper, at the sole discretion of the LA DOTD, may result in the rejection of the submittal (24-102):

- A. The Consultant shall correspond with the LA DOTD regarding this advertisement only through the LA DOTD Consultant Contracts Services Administrator;
- B. The Consultant, nor any other party on behalf of the Consultant, shall not contact any LA DOTD employees, including but not limited to, department heads; members of the evaluation teams; and any official who may participate in the decision to award the contract resulting from this advertisement except through the process identified above. Contact between Consultant organizations and LA DOTD employees is allowed during LA DOTD sponsored one-on-one meetings;
- C. Any communication determined to be improper, at the sole discretion of the LA DOTD, may result in the rejection of submittal, at the sole discretion of the LA DOTD;
- D. Any official information regarding the project will be disseminated from the LA DOTD'S designated representative on the LA DOTD website. Any official correspondence will be in writing;

- E. The LA DOTD will not be responsible for any verbal exchange or any other information or exchange that occurs outside the official process specified herein.

By submission of a response to this RFQ, the Consultant agrees to the communication protocol herein.

CONTRACT REQUIREMENTS

The selected Consultant will be required to execute the contract within 10 days after receipt of the contract.

INSURANCE - During the term of this contract, the Consultant will carry professional liability insurance in the amount of \$1,000,000. The Prime-Consultant may require the Sub-Consultant(s) to carry professional liability insurance. This insurance will be written on a “claims-made” basis. Prior to executing the contract, the Consultant will provide a Certificate of Insurance to DOTD showing evidence of such professional liability insurance.

AUDIT - The selected Consultant/Team will allow the DOTD Audit Section to perform an annual overhead audit of their books, or provide an *independent* Certified Public Accountant (CPA) audited overhead rate. This rate must be developed using Federal Acquisition Regulations (FAR) and guidelines provided by the DOTD Audit Section. In addition, the Consultant/Team will submit semi-annual labor rate information, when requested by DOTD.

The selected Consultant/Team will maintain an approved Project Cost System, and segregate direct from indirect cost in their General Ledger. Pre-award and post audits, as well as interim audits, may be required. For audit purposes, the selected Consultant/Team will maintain accounting records for a minimum of five years after final contract payment.

Any Consultant currently under contract with the DOTD and who has not met all the audit requirements documented in the manual and/or notices posted on the DOTD Consultant Contract Services Website (www.dotd.louisiana.gov), will not be considered for this project.

SUBMITTAL REQUIREMENTS

One original (**stamped “original”**) and **five** copies of the DOTD Form 24-102 must be submitted to DOTD. All submittals must be in accordance with the requirements of this advertisement and the Consultant Contract Services Manual. Any Consultant/Team failing to submit any of the information required on the 24-102, or providing inaccurate information on the 24-102, will be considered non-responsive.

Any Sub-Consultants to be used, including Disadvantaged Business Enterprises (DBE), in performance of this Contract, must also submit a 24-102, which is completely filled out and contains all information pertinent to the work to be performed.

The Sub-Consultant's 24-102 must be firmly bound to the Consultant's 24-102. In Section 8, the Consultant's 24-102 must describe the **work elements** to be performed by the Sub-Consultant(s), and state the approximate **percentage** of each work element to be subcontracted to each Sub-Consultant.

Name(s) of the Consultant/Team listed on the 24-102, must precisely match the name(s) filed with the Louisiana Secretary of State, Corporation Division, and the Louisiana State Board of Registration for Professional Engineers and Land Surveyors.

The DOTD Form 24-102 will be identified with **State Project No. H.009153**, and will be submitted **prior to 3:00 p.m. CST on Wednesday, July 18, 2012**, by hand delivery or mail, addressed to:

Department of Transportation and Development
Attn.: Mr. Alan Dale, P.E.
Contracts Administrator
1201 Capitol Access Road, **Room 405-T**
Baton Rouge, LA 70802-4438 or
Telephone: (225) 379-1401

REVISIONS TO THE RFQ

DOTD reserves the right to revise any part of the RFQ by issuing an addendum to the RFQ at any time. Issuance of this RFQ in no way constitutes a commitment by DOTD to award a contract. DOTD reserves the right to accept or reject, in whole or part, all Qualification Statements submitted, and/or cancel this announcement if it is determined to be in DOTD's best interest. All materials submitted in response to this announcement become the property of DOTD, and selection or rejection of a submittal does not affect this right. DOTD also reserves the right, at its sole discretion, to waive administrative informalities contained in the RFQ.